Mr. Hearst Replies to Governor Smith

SEE BACK PA

THE WEATHER
Fair and slightly warmer today

DAILY MIRROR
NEW YORK'S *BEST* PICTURE NEWSPAPER

FINAL EDITION

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14 LOST WITH SHENANDOAH

Stories on Pages 2 and 3

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2
1
NO.1 STERN OF AIR-SHIP WHICH BROKE AWAY AND FELL AT AVA
NO.2 CONTROL SECTION OCCUPIED BY COMMANDER LANSDOWNE AND NAVIGATING CREW FELL 50 FT. AWAY
NO.3 BOW WHICH DRIFTED FOR 12 MILES COMING DOWN AT SHARON

ARTIST'S CONCEPTION OF GREAT DIRIGIBLE DISASTER. Careful reconstruction of the wreck of the Shenandoah as described by eye-witnesses in the little Ohio towns over which the disaster occurred. Attracted by the droning of the craft's engines they ran out into the storm to see it suddenly seized by an invisible force, buckled and torn like a scrap of paper between terrific conflicting line winds.

Zep Tragedy Makes Ten Widows, 16 Orphans

Lakehurst Mourns

Lansdowne's Wife Collapses When Told of Mate's Death. Women Bear News to Stricken Families.

By ARTHUR J. O'SULLIVAN.

In Lakehurst, town of widows and fatherless children, the full force of the blow struck from the clouds above Caldwell, O., at the dirigible Shenandoah, was felt.

The 14 deaths made 10 widows and left 16 children fatherless. The tragedy routed the whole community from their beds.

The first curious effect of the telegram from the airship's cook, A. J. Hahn, announcing the catastrophe, was to paralyze the men of the Lakehurst Air Station and galvanize the women to action.

From Acting Post Commander Boyd down to the last private, the men quit. Not one of them would undertake the mission of notifying wives and sweethearts of the fallen men.

TOLD OF TRAGEDY.

Wives and sisters took the job.

With women at the wheels, every automobile in the post was soon moving to carry the messages of despair to 14 homes.

The widow of Capt. Zachary Lansdowne, who died at his post of command aboard the Shenandoah was first notified. A luckier wife had the mission of waking her to tell the news.

Mrs. Lansdowne has one child by a former marriage. The second child in the Lakewood home is Lansdowne's by his first marriage, the couple having had no children since their war romance marriage in 1919. At the time of their engagement Mrs. Lansdowne was a Red Cross nurse on duty in a French port hospital, Lansdowne a ship's officer on overseas duty.

Mrs. Lansdowne collapsed on receiving the news, and is now under a doctor's care.

The doctor who attended Mrs. Lansdowne reported her first words after receiving the tragic news. She said:

Well, he died with his boots on. And so now I must live with my boots on.

In Greenville, Ohio, near the scene of the catastrophe, Lansdowne's mother, Mrs. Betsy Ross Lansdowne, took the news heroically. She had one outburst:

"God have mercy on us! I knew it would happen some day!"

Lansdowne took command of the Shenandoah in March, relieving Capt. Frank R. McCary, who was transferred. Lansdowne was making his last trip in the Shenandoah and was going back to sea duty on Sept. 15.

MANY WIDOWS.

Lieut. Arthur Reginald Houghton leaves a widow and four children in his Beechwood home.

Until official word was received in the afternoon from Lt.-Com.

Continued on Page 4.

Mrs. Hancock Twice Widowed by Zeps

Widowed twice by dirigible accidents, Mrs. Lewis Hancock, Jr., a daughter of State Senator Bright of New Jersey, was inconsolable at her Wildwood, N. J., home when news reached here that Lieut. Com. Lewis Hancock, Jr., had met his death on the Shenandoah. They had been married only a few months.

Mrs. Hancock lost her first husband, Lieut. Com. Charles C. Littel, of the British Navy, when the dirigible ZR-2 was wrecked by fire in 1921 near Hull, England.

These Are Among the Valiant Dead

J. B. Lawrence. E. W. Sheppard. Charles H. Broom. Louis Hancock. Geo. Schnitzer. Zachary Lansdowne.

Shenandoah Two Years Old Today

Zep Proved Airworthiness During Gales in 1924.

The dirigible Shenandoah, only American built Zeppelin, was assembled at Lakehurst naval air station at a cost of nearly $2,000,000. It made its first flight Sept. 4, 1923.

Capable of 50 knots at an altitude of 6,000 feet, it gained its motive power from five 300-horsepower engines, swung from gondolas beneath the cigar-shaped gasbag and operated by a crew of 31 men and officers.

Six hundred and eighty feet long and 72 feet in diameter at its thickest point, the Shenandoah carried 5,430 gallons of gasoline as fuel.

After making several trial flights, including its first trip over New York on Sept. 11, the dirigible began to show perceptible signs of a certain lack of air-worthiness, especially under unfavorable weather conditions.

200 Killed in Air Mishaps Since 1912

Airship disasters have taken a heavy toll of human life. Listed below are major accidents since 1912:

1912, July 2.—The balloon, Akron, exploded at Atlantic City; 5 killed.

1913, Oct. 17. — Zeppelin L-2, exploded over Johannisthal Airdrome; 28 killed.

1913, Sept. 9. — Zeppelin L-1 destroyed off Heligoland; 15 killed.

1914, June 20. — Airship collided with airplane at Vienna; 9 killed.

1919, July 16. — British airship NS-11 fell into the North Sea; 12 killed.

1919, July 21. — Airship fell in flames into the Illinois Trust and Savings Bank at Chicago; 10 killed.

1921, Jan. 29. — British dirigible R-34 wrecked at her base by a strong wind. No lives lost.

1921, Aug. 24.—Dirigible ZR-2, bought in England for the United States, met with disaster over the Kumberg River; 40, including 16 Americans, killed.

1922, Feb. 21. — Army dirigible Roma crashed to earth in flames near the Hampton Roads army base; 34 killed.

1923, Dec. 21. — French dirigible Dixmude, struck by lightning, dropped into the Mediterranean; 52 killed.

1924, Oct. 10. — Blimp TC-2 wrecked over Newport News, Va., fell, flaming to ground; 2 killed, several injured.

"Lucky Two-Spots" will be found today on Page 6.

Dead, Injured, Survivors

THE DEAD.

Lieut. - Commander Zachary Lansdowne, Greenville, O.

Lieut.-Commander Louis Hancock, Austin, Tex.

Lieut. J. B. Lawrence, St. Paul, Minn.

Lieut. R. A. Houghton, Allston, Mass.

Everett P. Allen, Omaha, Neb.

James W. Cullinan, Binghamton, N. Y.

Charles Broome, Toms River, N. J.

Celestino P. Mazzuco, Murray Hill, N. J.

James A. Moore, Savannah, Ga.

Bartholomew O'Sullivan, Lowell, Mass.

George G. Schnitzer, Tuckerton, N. J.

William H. Spratley, Venice, Ill.

Ralph C. Jeffray, St. Louis, Mo.

Lieut. E. A. Sheppard, Washington, D. C.

THE INJURED.

John McCarthy, Freehold, N. J.

Raymond Cole, Lima, Ohio.

THE SURVIVORS.

W. W. Richardson (no address given).

Louis E. Allely, Logan, O.

Frederick J. Tobin, Arlington, Mass.

Franklyn E. Masters, Akron, O.

Henry L. Boswell, Bagdad, Fla.

John J. Hahn, Philadelphia, Pa.

Arthur E. Carlson, Moscow, Idaho.

Frank L. Peckham, Frontstone, Md.

James J. Collier, Lakewood.

Richardson Wilson, Yakima, Wash.

William A. Russell, Brooklyn.

Walter Johnson, Minneapolis.

August C. Quernheim, Lakehurst, N. J.

Ralph James, Los Angeles, Cal.

Benjamin O. Hereth, Clatonia, Neb.

Joseph Shevlowitz, Brooklyn.

Charles Solar, Indianapolis, Ind.

Shine S. Halliburton, Macon, Ga.

Ballack (no address given).

Donovan (no address given).

Lieut-Com. Charles E. Rosendahl, Cleburne, Tex.

Lieut. Roland G. Mayer, Seattle, Wash.

Lieut. C. E. Bauch, Dorchester, Mass.

Lieut. T. C. Hendley, Columbia, Tenn.

Lieut. J. B. Anderson, Hyattsville, Md.

Col. Charles Hall, U. S. A.

Aviation Chief Machinist's Mate Coleman. (No address)

Disaster Time Table of Shenandoah

4:02 p. m. Sept. 2, airship left Lakehurst, N. J.

1:45 a. m. Sept. 3, seen over Wheeling, W. Va.

3:30 a. m., passed over Byesville, Ohio.

4:30 a. m., ran into storm over Cambridge, Ohio.

4:45 a. m., broke into three pieces, keel falling near Cambridge.

5:45 a. m., front half landed in Alva, Ohio.

7:15 a. m., first reports received of disaster to ship.

Their Father Killed in Disaster

FOUR BEREAVED CHILDREN of Aviator Machinist's Mate Bartholomew O'Sullivan awakened in their little home at Lakehurst, N. J., to hear that their daddy had been killed in the Shenandoah disaster.

Cook's Message First of Crash

J. J. HAHN, cook on the dirigible, who, on landing safely with six comrades, sent the first word of the disaster to navy officials and so to the widows and orphans of the dead.

Death Toll in Shenandoah Disaster Reaches 14

Split in Three Parts

Giant Dirigible on Way East, Over Ohio When Squall Hit Her—Third Officer and Twenty-six Saved.

CAMBRIDGE, Ohio.—The Shenandoah, Goliath and pride of U. S. Navy air forces, lies in three widely separated heaps of wreckage near here, stained with the life blood of 14 dead men.

The catastrophe came early this morning as the ship passed over Caldwell, O., on its journey begun Wednesday evening at Lakehurst, N. J., to St. Louis, Mo.

A wind of terrific force, generated by clouds in the Shenandoah's path, struck at the ship at 5:25 A. M., Central time, and five minutes later, two of the three pieces into which the ship separated had struck the ground.

COMMANDERS KILLED.

Lieut. Commander Zachary Lansdowne and Lieut. Commander Lewis Hancock, Jr., first and second in command, respectively, were instantly killed.

Capt. Charles E. Rosendahl, third in command, senior survivor, floated to safety with 26 men on the buoyant nose section of the ship, and, after masterfully maneuvring the fragment of their craft as a free balloon, settled in a cornfield near Ava, Ohio.

From him was learned the first accurate account of the tragedy. He said:

"We sailed over Cambridge in gathering clouds and were headed for Columbus. The wind began blowing a gale, and we started to descend a little to get out of the air pocket.

"It was dark and we came too near the ground, striking the gondolas on tree tops. The ship separated into three parts. The bag on which I found myself with 26 men floated on for a distance of 12 miles.

FATAL CRASH.

"The storm came up from the northwest, with wind and lightning. It was a line wind. We had all the motors going, but could not buck the wind. It kept forcing us back.

"The wind increased, a squall finally hitting us and forcing the Shenandoah upward for a distance of 2,000 feet. That was 4,000 feet above the earth. Another squall hit us and we were shot up to an altitude of 7,000 feet.

"We released helium gas and the ship began to settle.

"I was walking from the control aft, intending to throw fuel overboard, when there came a grinding crash. The nose of the ship broke off. The second crash told me that the control cabin, full of officers and men, had struck the ground.

"I was on the floating nose. It drifted rapidly like a free balloon, and we landed safely 12 miles from the wreck."

A Navy investigation of the catastrophe will be held immediately, experts having left Lakehurst, N. J., and Washington immediately after the report of the wreck.

He'll See Baby Yet

FRANKLYN E. MASTERS, of Akron, O., who survived the Shenandoah disaster. He had planned to leap off the dirigible in a parachute on her return voyage from St. Louis when she passed over Akron, for the stork left him a little girl in the Ohio home town three weeks ago.

First aid to the victims was given by the ambulance airplane from McCook Field and Flight Surgeons Major Robert Hale and Captain M. G. Healey.

Lieutenant George Goddard, photographer, accompanied Major Kennedy to the scene to take photographs for evidence in the forthcoming official investigation. Describing the wreck, Goddard said:

"The Shenandoah evidently had

Continued on Page 4.

"Line Squall" Wrecked Airship; Freak of Nature Explained

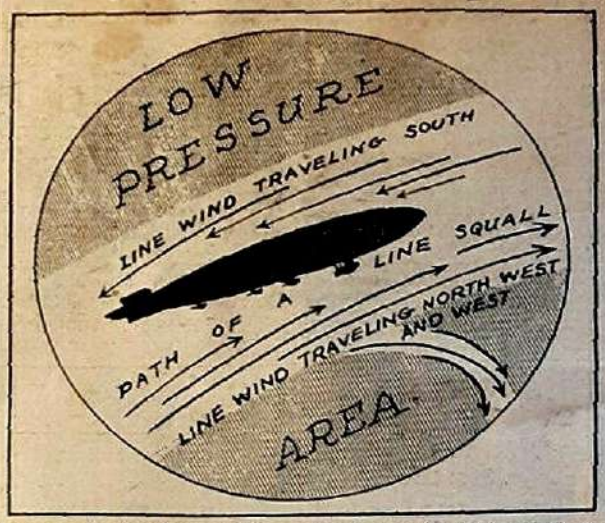


Diagram showing how conflicting winds tore the Shenandoah to pieces in yesterday's aerial disaster.

ALL dispatches blame loss of the Shenandoah on a "line wind," or "line squall."

Prof. Henry J. Cox, chief metereologist at Chicago, explains this as follows:

"The line squall mentioned in dispatches referred to a line through the area of low pressure about which a shift of wind occurs.

"The wind in a line squall would be blowing SOUTH on ONE side of the 'line' and WEST and NORTHWEST on the OTHER side of the 'line.'"

The effect of the "line winds" on the Shenandoah is comparable to what would happen if a person were caught between two railroad tracks and a northbound and a southbound train flew by simultaneously. The conflicting suctions would bring push-and-pull pressure against the person.

American Heroine's Tribute To an American Hero

"I'm glad 'Zach' died with his boots on. I'm going to go through life wearing mine. Oh, when a girl marries an aviator she takes a chance—I gambled and I've lost!"

Told that Commander Zachary Lansdowne, her husband, had died at his post in the ill fated Shenandoah, Mrs. Lansdowne, dry-eyed and her voice firm, made the above comment yesterday.

"Everybody knew that storms in the Ohio Valley made that air route impassable. 'Zach' knew it also, but he was ordered to make the flight, and he obeyed his superiors."

All Navy Guard Ships Ordered to Search for NP-9

Pacific Scoured for Plane Lost on Hawaiian Flight, but Hope Lessens.

SAN FRANCISCO.—More than 46 hours have elapsed since the flagplane the PN-9 No. 1, pride of the Fleet, has been heard from.

Search was being continued, but as the hours passed hope of finding the missing airmen diminished.

When the flagplane passed over the U. S. S. Arostook, 1,800 miles from here, the supply of fuel was running low.

The flagplane was then speeding into the teeth of the gale.

The second airplane, the PN-9 No. 3, met a serious mishap while being towed to the Mare Island Navy Yard for repairs. The back wash of a steamer swamped the plane, but it was salvaged yesterday morning.

N. H. Craven, chief machinist, and C. J. Sutter, chief machinist mate, abroad the craft, were thrown into the water, but were rescued by the crew of the tug Navigator, which was towing it.

All guard ships of the navy's Hawaiian flight have been ordered to the searching area to assist in the search for the missing plane naval headquarters announced yesterday.

Col. Hall Tells How Bow Half of Big Dirigible Landed

All Calm and at Stations as in Free Balloon After Wreck, He Says.

Col. C. G. Hall, observer on the ill-fated dirigible, was one of those to reach safety when the bow of the airship floated free after the rear parts had been shattered and driven down by the storm. The forward half, floating as a free baloon carried its occupants safely to the ground.

Col. Hall

"We were traveling at the time at an altitude of about 3,000 feet when we encountered a storm," Col. Hall said. "By changing our course a dozen or more times, we dodged it only to encounter a 'line squall' which sent us to 5,000 feet before we realized what had happened.

"We opened the valves to let out gas, and lowered the ship and were drawing away from the storm at a 50-mile-an-hour rate when the storm enveloped us and broke the ship to pieces.

"I exclaimed to Com. Lansdowne, 'Everyone beat it.' When the crash came I was in the hall leading from the control cabin to the rear of the ship. As I started to fall I clutched a girder to which I hung suspended, finally swinging my body over it and crawling 40 or 50 feet back to the ship.

"When I reached the ship proper I found the rest of the crew preparing to open the valves to bring the remaining portion of the ship to earth. Two officers we found there had made their way to the rear of the ship on the catwalk. All were remarkably calm and took themselves to their stations as if flying in a free balloon instead of the shattered portion of the airship.

"Lucky Two-Spots" will be found today on Page 6.

The Shenandoah's Rendezvous with Death

LOCATION OF THE AIR CATASTROPHE and the route of the giant dirigible from her departure.

750,000 Oxen Used in Airship

Three-quarters of a million oxen contributed the delicate gas proof fabric used in constructing the cells which contained the Shenandoah's supply of helium. The advent of helium gas wrought the same changes in aircraft that armor plate brought about in warships, rendering the airship immune from fire. The design of the ship was based mainly on that of the German airship, L-49, brought down intact in France in 1917.

MINE UNION LEADER STATES PEACE TERMS

SHAMOKIN, Pa.—Terms upon which 148,000 striking coal miners in the anthracite region will make peace with the operators were outlined here yesterday by John Hollister, a member of the Union District Board. He is convinced that the miners would return to work at once if they are granted the check off and an equalization of wages.

One Section of Dirigible Floats Safely Down

Survivors Reach Earth After Easy Descent from Sky

Third Section Carries Officer and 26 Men to Safety Six Miles Away.

Continued from Page 3.

been flying low to escape terrific winds. She plowed into the top of a high and wooded hill. A mile away a path in the hill timber showed how the hull had torn through. The country roundabout was covered with wreckage. Sightseers swarmed everywhere."

The crash is a technical disaster for proponents of the heavier than air navy type of air craft. While helium gas proved its value by failing to explode yesterday, the whole available supply escaped from the wreckage into the air and no heavier than air craft can safely float again until, by long and tedious process, the Government store at Fort Worth, Texas, has been replenished.

The dead and injured were taken to Ava and Belle Valley, small mining villages near the scene of the crash and into farm houses.

Every available doctor, nurse and undertaker in the district was called to service before noon.

WRECKAGE GUARDED.

A crowd of thousands assembled [illegible] groans of the dying had [illegible] and the ghoulish business of souvenir snatching began.

A platoon of American Legion volunteers organized in Ava and marched to the Shenandoah wreckage to establish armed guard.

A layman's eyewitness account of the accident was given by a traveling salesman named Arthur, of Belle Valley, O., who, in his car, followed the trail of wreckage left by the disintegrating dirigible over three townships.

"After a roar which I first thought was thunder, the ship, which I was admiring from my car, suddenly split in two. The bigger section—it must have been 600 feet long—came down near Ava in a field.

"The wreckage of that part of the ship was strewn all over the field it landed in. I saw bodies that were not recognizable as human. Blood and bones all over the field. About four miles further on I saw the second piece come down and we rushed there in the car.

IN THREE PARTS.

"We spotted this piece hanging to top of a house. We couldn't get the men safely down so we got a shot gun from the farmer and punctured the bag full of holes until it settled to the ground.

"We pulled six live men out of the debris.

"The third piece we saw land miles further on. Just before it landed we saw a man's body drop out and fall like a sack of potatoes into some trees.

"A doctor told me the trees broke the fall and that the man, though his skull was fractured, will live. He had marvelous vitality. The doctor said he got up after he hit the ground and walked to the road."

A great many of the 42 men in the personnel of the Shenandoah were asleep when the crash came.

The last "all's well" report from the Shenandoah came at 2:15 a. m. yesterday as she passed over Wheeling, W. Va.

LAST MESSAGE.

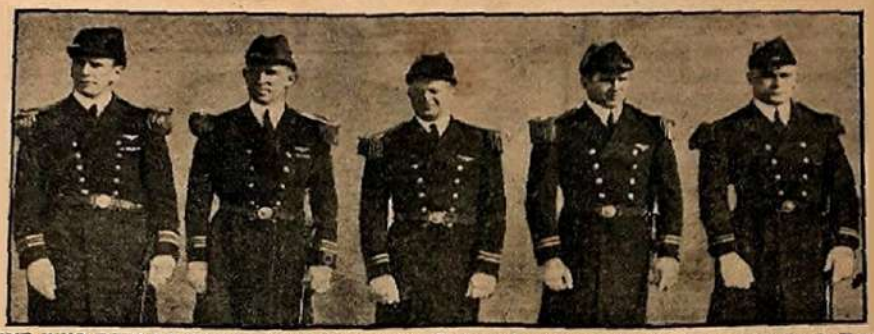
Thereafter her wireless remained silent for two hours.

Until within a few minutes of the crash the ship's radio must have been out of commission, as the time schedule for official reports was not followed.

At the very last—the Shenandoah at the moment was ripping in two—a message came through. It was the last:

"I am losing my seat."

True Officers, They Went Down with Their Ship.



FIVE WHO DIED ON DUTY—Lieut.-Commander Zachary Lansdowne, Lieut.-Commander Louis Hancock, Lieut. J. B. Lawrence, Lieut. A. R. Houghton and Lieut. E. W. Sheppard, all of whom have been officially reported killed in the Shenandoah disaster. (Wide World Photo.)

One Section of Dirigible Floats to Safety

Twenty-six Men Land Six Miles from Disaster.

Continued from Page 2.

C. E. Rosendahl, senior survivor of the Ohio wreck, the wife of Lt. E. W. Sheppard could hope. As Rosendahl, in a small railway telegraph station near the scene of the tragedy, penned his official death list dispatch to the home commanding officer, an orderly interrupted with the message that Sheppard's body had been found beneath those of Lansdowne and Hancock in the wrecked control cabin.

Lieut. J. B. Lawrence leaves a widow and one child in his Beechwood home.

The widow and four children of Aviation Machinist's Mate Bartholomew B. O'Sullivan received news of his death in their Lakewood home. To be near him, the little family had migrated from O'Sullivan's home town, Lowell, Mass.

It was not until late that, through a buddy, the parents of Aviation Machinist's Mate Celestino P. Mazzuco learned of his death. They live in Summit, N. J. Mazzuco, unmarried, lived in the Lakehurst barracks. He was a veteran of 13 years' service in the navy.

They brought to the wife of Chief Radio Operator George C. Schnitzer a copy of the last message received from the Shenandoah before she was sliced into three pieces by storm winds and sent crashing. It was picked up at 5:25 A. M. by Master Sgt. L. J. O'Brien, of Fort Haynes, at Columbus, O., and spoke eloquently of the ship's supreme distress:

FIANCEE MOURNS.

"I am losing my seat."

Mrs. O'Brien is the mother of two children, one born a few days before O'Brien went to his death.

A girl—"the prettiest girl in Lakewood"— is mourner of the death of Assistant Chief Rigger Everett P. Allen, of Omaha, Neb. Allen became engaged last week and was to have married on his return from St. Louis, destination of the Shenandoah in its disastrously interrupted flight.

Allen's sweetheart, whom he was to have married in three weeks, is Mary Donahue, of Lakehurst.

The death of Assistant Rigger Ralph T. Joffrey ends a honeymoon. He married in Lakehurst two weeks ago. In his breast pocket they will find a photograph of his young widow. His folks live in St. Louis, and he was bringing to them a picture and praise of his sweetheart.

Like Mrs. O'Sullivan, Mrs. James W. Cullinan and her baby had come far from home to be near husband and father. Chief Machinist's Mate Cullinan had recently brought his little family from the home town, Binghamton, N. Y.

Mrs. James A. Moore is another widow far from home and friends. Assistant Machinist's Mate Moore had found a little house on Toms River, N. J., for his bride and baby son.

She is neighbor there to Mrs. Charles H. Broom and her two children. Broom, a machinist's mate, was killed in the wreck.

Assistant Chief Machanic's Mate Spratly, 14th on the death list, was unmarried and lived in Lakehurst air field barracks.

Spratly was looking forward to an early leave of absence, which was to have been earned by his work on the Shenandoah's trip. He was to use it for a trip to Norfolk, W. Va., there to marry "the girl he left behind him."

There were those also who rejoiced.

MESSAGE OF JOY.

After waiting in dread for four hours, seven women cried with joy when one of the earliest messages of the day, sent by Ship's Cook A. J. Hahn, told that six men and himself were to his knowledge safe and sound. His message read:

"Ship was wrecked at 5:30 o'clock. Following are saved: Coleman, aviation chief machinist's mate; Cole, chief radio gunner; Malak, aviation machinist's mate; Hahn, ship's cook; Alleley, aviation chief rigger; Jones, aviation machinist's mate, first class; Querheim, aviation machinist's mate.

"Sending ambulance from Bayersville. Fore part of ship broke off. Was free balloon going southeast.

"A. J. HAHN, Ship's Cook."

Each survivor of the Shenandoah, it seems, thought of some buddy as he recovered use of limbs and faculties. William A. Russell, of Brooklyn, aviation chief machinist's mate, promptly wired Mrs. Shine S. Halliburton of Brooklyn that her husband, a chief machinist, had landed safely near Caldwell, O.

LIVE AFTER ALL.

Prof. Frederick Russell, of St. John's College, Brooklyn, received similar reassurance from a buddy of his brother, William H. Russell, whose luck, first tested when he parachuted to safety from the wreck of the ZR-2 in 1921, held again and made him an unwounded survivor of yesterday's catastrophe.

Wives of Col. Charles Hall, army observation officer on the Shenandoah, and Frederick J. Tobin first mourned their husbands as lost when early reports listed them among the dead; then were prostrated by sudden conflict of emotion when later official advices told of their safety.

Wilbur Calls Off Flight to Hawaii

Navy Head Says Nation Is Not Menaced in Air.

WASHINGTON.—Seizing upon the Shenandoah disaster and the failure of the Hawaiian flight, old line naval officers have started a drive to discredit the military value of aircraft. That Secretary Wilbur is in sympathy is shown by the following statement:

Secretary Wilbur.

"In view of the experience of navy planes in the Arctic expedition, the failure of the Hawaiian flight and the Shenandoah disaster, we have come to the conclusion that the Atlantic and the Pacific are still our best defenses. We have nothing to fear from enemy aircraft; that is, not on this continent."

Wilbur followed this with the announcement that the scheduled flight of the giant PB-1, especially designed for the Hawaiian hop had been canceled. He intimated the attempt would never be made.

Wilbur said:

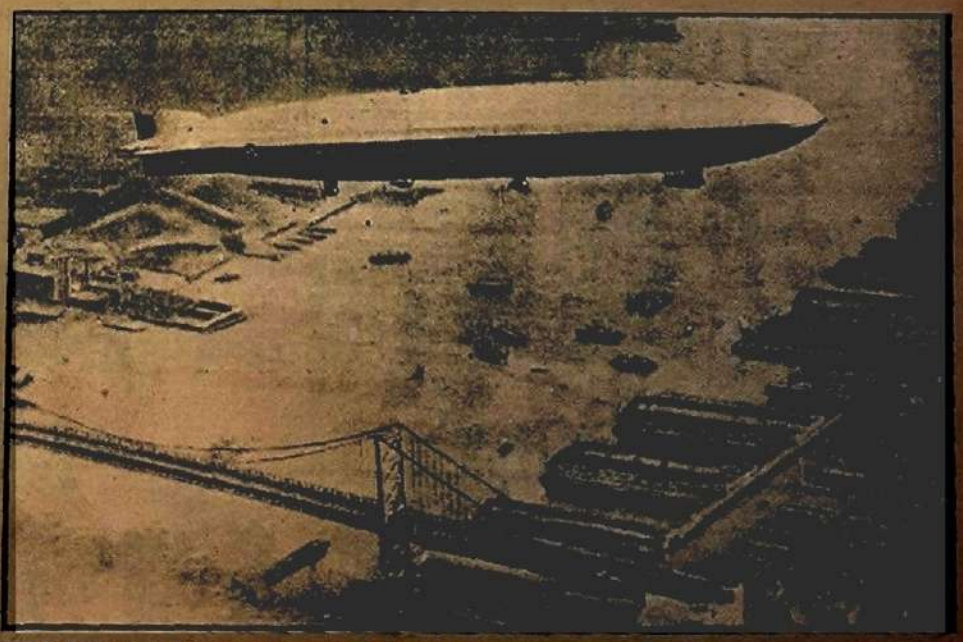
"We have had enough trouble for a while. I do not believe that we would be justified in hazarding the lives of other men at this time."

Ford Planned to Fly on Return Trip

DETROIT.—Henry Ford had obtained permission from the Navy Department to make his first trip in the air on the Shenandoah's return trip. Naval authorities had planned to have the dirigible tie up at the new mooring mast Ford had constructed at a cost of $250,000 as part of his plan to make Detroit one of the leading air-ports.

Henry Ford.

Last Photograph of Lost Dirigible in Flight



OVER PHILADELPHIA on the start of the trip that was to be her last, the Shenandoah was photographed over Philadelphia not long after her departure from her Lakehurst, N. J., hangar, which was at a few minutes after 4 o'clock Wednesday afternoon. She was next sighted early in the morning shortly before the catastrophe.

Daily Mirror Editorial Page

MOTTO: Short, Accurate, Sincere

New Prohibition Poisons

A rich bootlegger remarked the other day that if he had 1,000 cases of the finest pre-war whisky he would not know what to do with it. He said the people would not drink it. That it had no "kick."

With those few words he summed up the whole prohibition situation today. The people are no longer satisfied with the ordinary product of a distillery. They have been drugged so long by the thing CALLED whisky that they now want more drugs.

It is only natural, then, that the obliging bootlegger gives them more drugs. The latest are brucine sulphate and concentrated nicotine. Both are deadly poisons. Both stimulate the heart beyond the point of safety, even when mixed with cheap alcohol in small quantities.

Ether, once the bootleggers' standby, paralyzed the brain only. That soon lost its novelty. Now the rum mixers are aiming their poison at a more vital organ.

They are not afraid of killing off their market. They have ways of educating young drinkers as fast as the old ones die.

A Sensible Husband

A man discouraged by influenza and other complications killed himself. His farewell to his wife, signed "Your Loving Dad," says "You are the best woman in the world," and adds, "Please get married again as soon as you can."

Discouraged or not, this farewell showed more common sense and decency than wills written by some rich men forbidding their wives to remarry on pain of disinheritance.

A husband departing, presumably to enjoy bliss inconceivable, should be only too glad to have his widow find what little comfort she can after he is gone.

Evolution

The country was agitated over a bill to forbid the teaching of Darwinian theories at State universities and other schools. The Bible says, "Prove all things, hold fast to that which is good." ALL things, not a few, should be tried, tested.

No bill has yet been introduced to forbid teaching that the earth is round, and turns round the sun, although one Georgia preacher announces that such teaching is blasphemous, because it would undermine the story of Joshua stopping the sun.

Boycotting American Ships

Methodist missionaries, on their way to save the heathen in China and the Far East, decided to boycott the Shipping Board vessels belonging to the United States.

This action was taken because the United States boats do not make special rates for missionaries.

It is a mistake NOT to give the special rates. Missionaries are ENTITLED to them. But boycotts, which amount to a conspiracy, are illegal, and some other solution should have been found.

Coal Strike Mathematics

The coal strike is on. Economists figure that the miners are losing $1,150,000 a day in wages and that the operators are losing at the rate of $70,000,000 a year.

Interesting mathematics. But the figures that interest the average man are the 10 or 15 per cent that will be tacked onto the price of coal as soon as cold weather sets in.

An Open Question

Is beauty skin deep or knee high?

The question seems to be bothering the clever paragrapher of the *Columbia Record*.

It is not bothering the girls in New York.

"Take your choice," is their motto.

The Wisdom of Youth

"I am 18 years old and know girls like a book," writes one of our young readers.

How Solomon would have envied this boy!

By Will Rogers

The worst story I heard today was told to me by Pat Hurley, of Oklahoma. Pat is a big politician down there and there is a whole lot of talk of running him for governor. Well, he came to see me in New York the other day to see if I would withdraw as a candidate for Governor down home and throw my support to him. I told him I could deliver 50 per cent of my votes to him, but the other vote was so unreliable that I would not depend on it.

Will Rogers.

I offered to split the office, he to govern the first part of each month and me the last. He held out for the last part, too, as he said he could use the pay check at the end of each month. Pat told me this story, which kinder gives you a line on the brand of stuff the men are drinking down in the old-home pasture:

An old ranchman was driving home from Claremore, Okla., the home of the best medicinal waters in the U. S. (Yes, I will even go further; the best in the world). Well, he had been drinking this unknown quantity. He was driving an old horse to his buggy. Going up the bank of Verdigris, at the old Galeatcher Ford, his horse stumbled and fell and couldn't or wouldn't get up. At last the ranchman get sore and said:

"Dang yer hide, get up thar! If you don't I will drive right on over you."

Now just offhand that seems an impossibility to drive a buggy over the horse, but it can be done. You see in Claremore Waters and drink their native fluid and there is no such thing as a miracle.

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Applesauce

They used to call it the "bunk," now they call it Applesauce. Keep your eyes open and send in the cleverest bits of applesauce which you hear.

Every day we pay four cash prizes for Applesauce printed in this column, $2, and three prizes of $1 each.

The winner of the first prize today is: **John MacLennan, No. 93 Malba Drive, Malba, L. I. His winning contribution is:**

"Plenty of room in the rear of the car, boys."

The winners of the three $1 prizes are:

"The birthday gift you gave me was just what I wanted."—C. V. Baumgarten, No. 605 51st St., Brooklyn.

"Yes, dear, you may take your stenographer to the theatre tonight as I'm too tired."—William Hart, No. 466 Seneca Ave., Brooklyn.

"I have such a beautiful voice that the neighbors love to hear me practice."—Grace E. Hough, Wallingford, Conn.

DAILY MIRROR

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Chaperons for Husbands

BABE RUTH IS TO BE PROVIDED WITH A CHAPERON TO KEEP HIM OFF THE PRIMROSE PATH (THIS PROTECTION MAY BE EXTENDED TO OTHER ERRING HUSBANDS)
I'D LIKE TO SHOOT A LITTLE POOL
NO YOU DON'T
HAVE HIM FEED THE CAT AND EMPTY THE PAN UNDER THE ICE BOX AND KEEP HIM AWAY FROM HORSE HOUNDS AT JOE'S PLACE
PUT ON THESE DARK GLASSES THE GIRLS ARE GOING TO DO THEIR DANCE
WIVES UNABLE TO AFFORD A CHAPERON FOR HUBBY WILL CLING TO THE ROLLING PIN
STOP SELLING THESE

The People's Mirror

MAN, THE MASTER.

Editor Mirror: On the same page in which "An American Wife" roundly denounces me, I observe a letter signed "Soundly Spanked Wife." The second lady confesses that her husband gave her two spankings with a hair brush, spanking her the first time because she fibbed to him and the second time because she remained sullen after the first spanking.

My hearty and honest congratulations to the husband of "Soundly Spanked Wife." I did not think such men could be found in America today. I had imagined all men here must be like the husband of the lady who signs herself "American Wife," permitting their women all sorts of liberties and aggressions.

In Turkey, where we have the bastinado and the power of the husband to write out his own divorce, like Kemal Pasha did recently, our women are humble, obedient and lovable. There is nothing like a few light lickings to restore common sense to a woman. This is a man's world and man is or should be the master always.

ABDUL ZEFRIZ.

THE CONSUMER PAYS.

Editor Mirror: The annual coal strike is with us again. It is as essential for the strikers to have their yearly strike as it is for holiday-seekers to take a trip to Palm Beach. These men are at present paid much more than the average wage-earner, and of course they will get another advance which will come out of my pocket and the pockets of all other men earning a fixed salary. Cannot our legislature fix a standard wage for these men? Of course the owner doesn't care what the issue of the strike will be, as he will lose nothing by granting an increase to the strikers. It is the consumer who must pay for all.

HAROLD WEINBERG.

NIGHT OWLS.

Editor Mirror: What is the younger generation of today coming to? They are sluggish and lazy until 10 o'clock at night, then when working people feel inclined to rest they are disturbed by these seekers of night life, who seem to think the night is the time specially set apart for their amusement. In some sections of the city people who are compelled to report to their various duties early in the morning are denied nightly repose. There should be something done to compel those OWLS to return to the normal path of life.

M. F. BARCLAY.

A PAT ON THE BACK.

Editor Mirror: I have been amused by "Disgusted's" letter, in which he states that your contests are fake, and that they are only awarded to favored persons. Now I do not claim to have any special talent, and certainly have no influence with publishers, still I am proud to state I have won four prizes in your contests. It is unreasonable to expect a prize every time and the only thing to do is keep on trying. I find all your contests very interesting and hope you continue them.

MRS. SEYMOUR NYE.

AN ESSAY ON NECKS.

Editor Mirror: Billy, the author of "The Flapper's Come Back," states that men wear high collars to hide dirt. Poor Billy, what a sorrowful champion you surely do make. You should know quite well that men wash their face and neck thoroughly, but maidens forget they have a neck to clean. One out of every ten of the modern flappers is found with a clean neck. Jump into the creek, Billy, and get your girl friends to wash your neck.

RAVEN F. D.

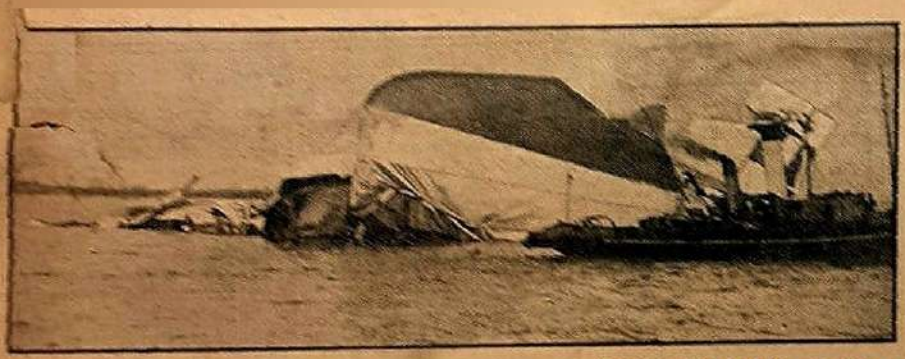
Write to The People's Mirror. It will reflect your views.

Catastrophes That Befell Other Lighter-than-air Craft

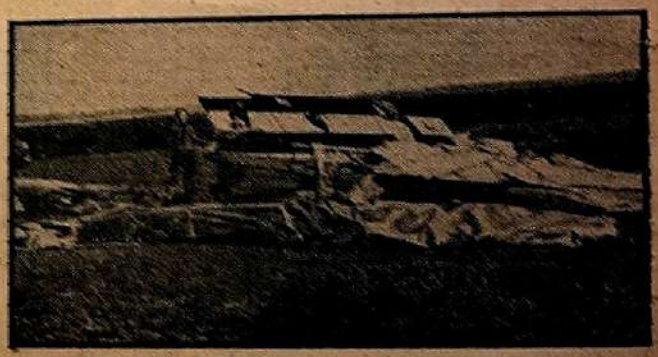
THE RUNAWAY R-33 back in London in January after an experience almost identical to one of the Shenandoah and damged in almost the exact same way.

(International Newsreel)

THE ZR-2'S CRASH at Hull, England, on Aug. 24, 1921, with death to 40, of whom 16 were United States army men. The Shenandoah was her sister ship.

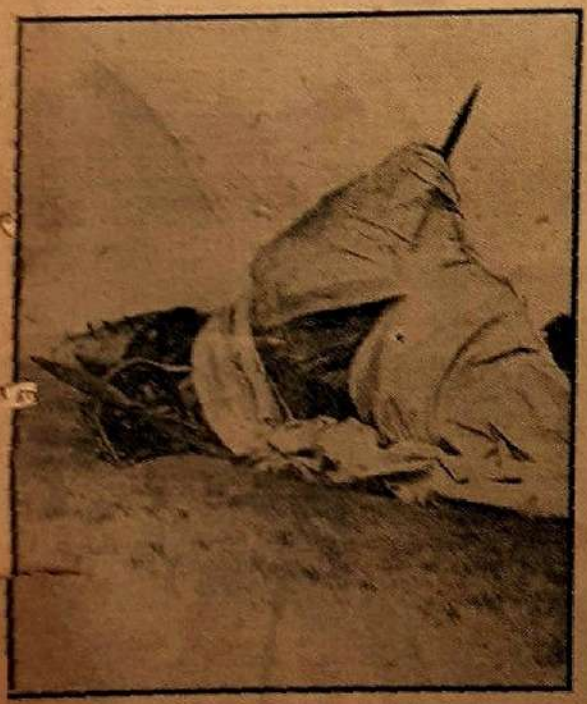


WRECKAGE of the R-34 in the River Humber at Hull, England, smashed by a heavy wind on Jan. 29, 1921. No lives were lost in this crash.



DEATH TO TWO resulted in the crash of the TC-2 which fell in flames during a trial trip over Newport News, Va.

(International Newsreel)



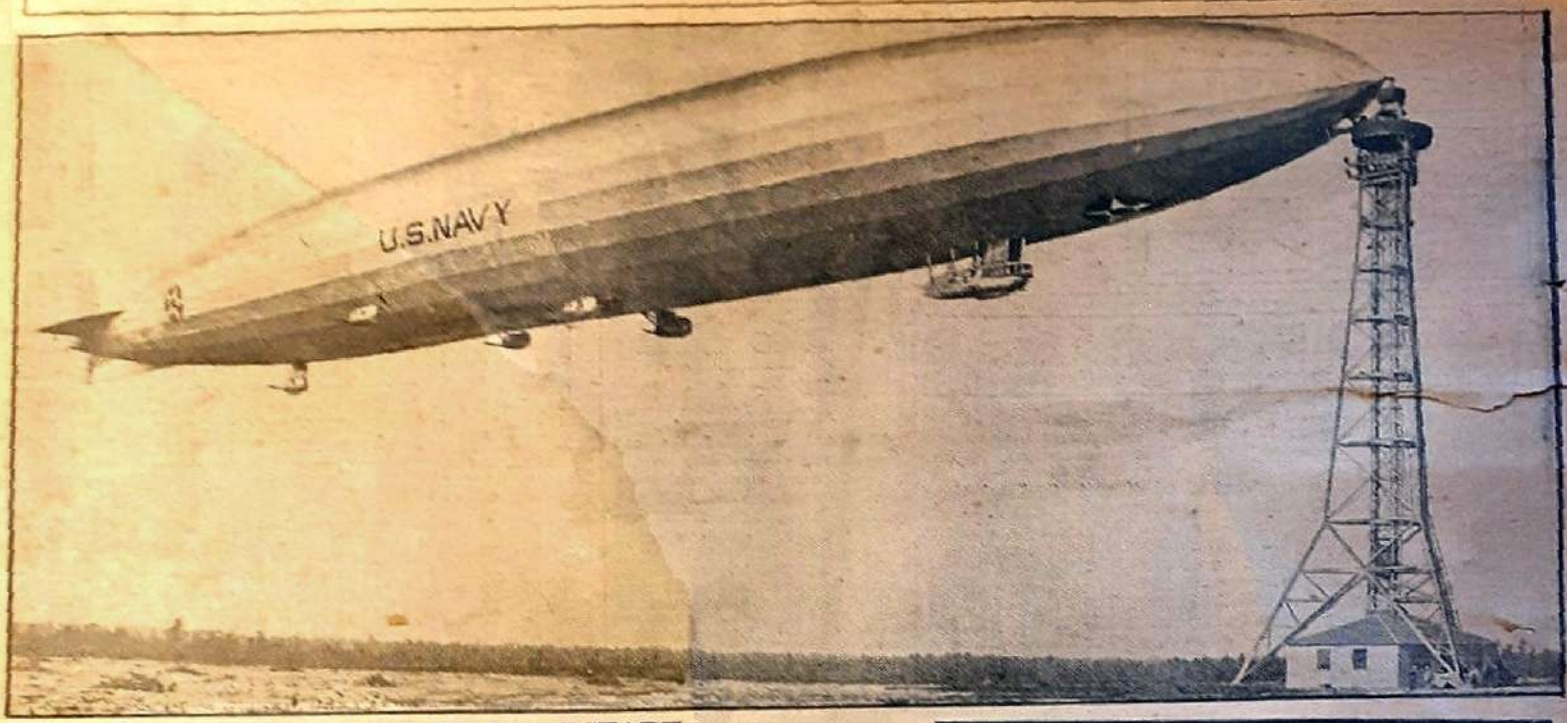
FOLLOWING HER SISTER, the TC-3 fell in the same year—1924—and was badly broken up, though there were no deaths.

(International Newsreel)

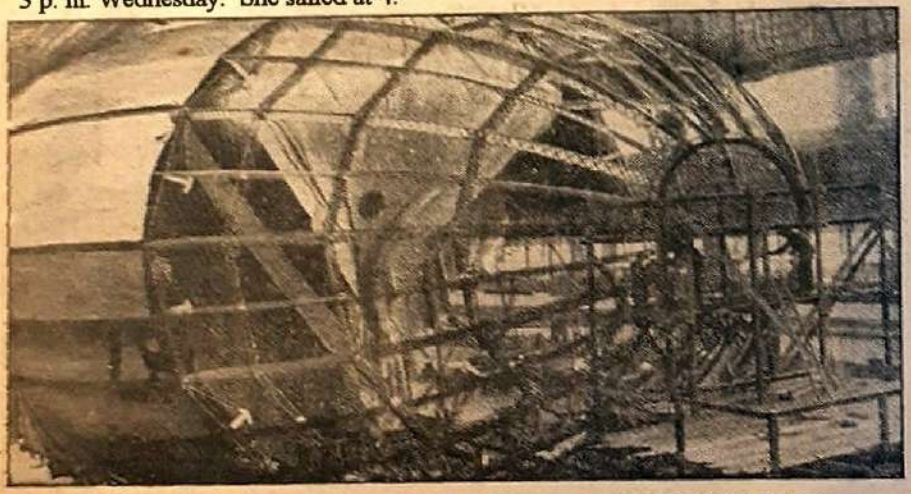
THE CRASH OF THE ROMA at Hampton Roads, Va., on Feb. 21, 1922, when 34 United States army men lost their lives. Photo shows the body of the wreckage where most of the deaths occurred.

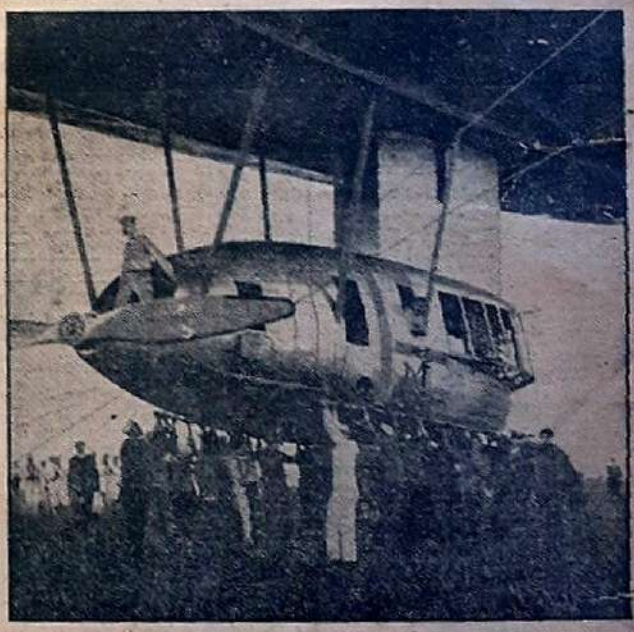
(International Newsreel)

Ill-Fated Shenandoah's Brief History Told in Pictures



ONE HOUR BEFORE FATAL FLIGHT'S START. The last photograph of the Shenandoah at her mooring mast at Lakehurst, N. J., taken shortly after 3 p. m. Wednesday. She sailed at 4. (Underwood & Underwood)

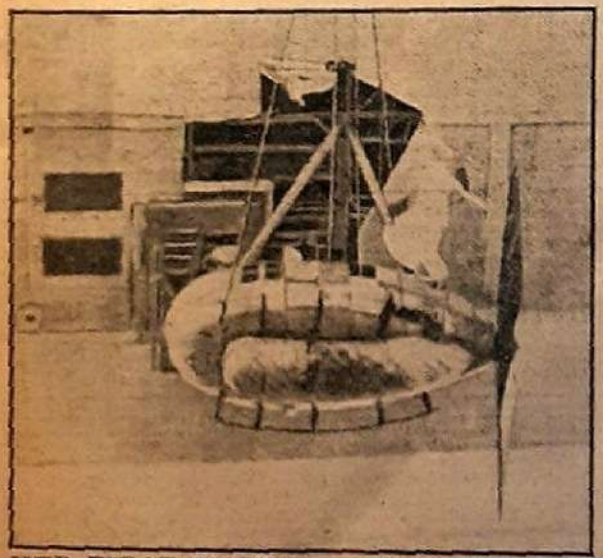




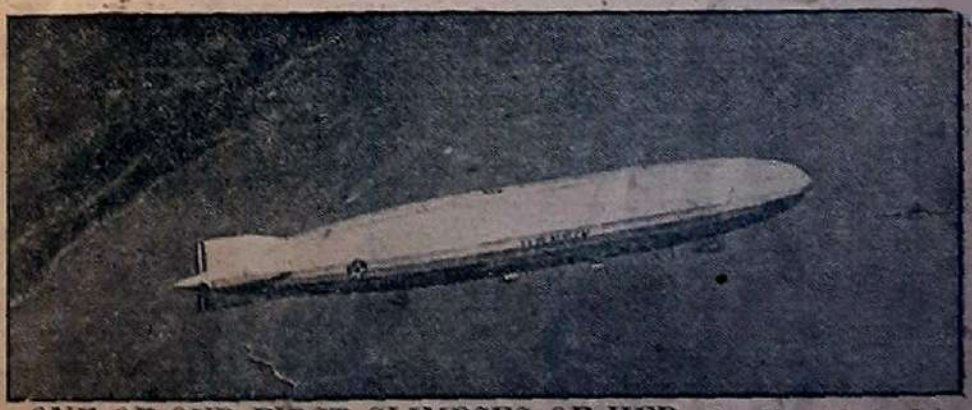
(International Newsreel)

TRAP OF DEATH was the control car of the Shenandoah, shown above. Here Commander Landsdowne and Lieut. Commander Hancock died in the crash.

HER SECOND accident left the Shenandoah "noseless," her bow ripped away when she was torn from her mooring mast by high winds last January. (Kadel and Herbert)



HER FIRST WOUND was suffered by the Shenandoah on landing at San Diego, Cal., last year on her first flight, when the great envelope was torn as shown, on landing. (International Newsreel)



ONE OF OUR FIRST GLIMPSES OF HER. The Shenandoah flying over the Hudson River soon after she was put in commission in 1923 after her completion at Lakehurst. (International Newsreel)

Thrilling Motion Pictures of the Shenandoah Disaster Will Be Shown Today by International Newsreel at Leading Theatres.

DUMB DORA

GOSH, DORA MADE ME HAPPY WHEN SHE PROMISED TO ELOPE WITH ME TONIGHT. NOW TO MEET THE LITTLE DEAR ON THE CORNER OF STATE AND ELM, THEN ON TO THE BREAKERS AND OUR HONEYMOON. OH, BOY!
WHY, SURE, HAROLD, I'VE JUST BEEN DYING TO SEE THAT SHOW - I HAVE A DATE BUT IT'S ONE I CAN BREAK
GEE, HAROLD, I'M ENJOYING THIS SHOW

The Waiting Benedict

RADIO PROGRAMS

Accurate, Easy to Read - Tune to the Minute

Helen MacKellar.

Listeners-in will be entertained today by Helen MacKellar, when she makes her appearance before the microphone in the studio of WGBS.

The orchestra of the S. S. Leviathan will play from the studio of WEAF. This concert orchestra of eighteen musicians will feature the life on board a great trans-Atlantic steamship.

The Radcliffe Dance Orchestra, made up of cliff-dwellers from Washington Heights, under direction of James Vincent, will offer peppy tunes via WEBJ today. The first cliff melody will go on the air at 7 p. m.

Fred Patton, baritone, will be heard during the Hardman Hour of Music through WMCA.

Fred Patton.

10:00 A. M. TO 3:30 P. M.

10:00—WJZ (455)—Housewives' Hour.
11:00—WEAF (492)—Women's Program.
WAAM (263)—Happy Hour Program.
WMCA (341)—Mildred Perry, Soprano.
11:30—WAAM (263) — Marinello Program.
WMCA (341)—Mildred Perry, Soprano.
11:45—WMCA (341)—"We Women."
Noon—WEAF (492)—Market Reports.
12:02—WRNY (258)—Rush Trio.
12:30—WAHG (316)—Musical Program.
1:00—WJZ (455)—Ambassador Trio.
1:05—WAHG (316)—Musical Program.
1:15—WRNY (258)—Studio Program.
1:35—WGBS (316)—Ben Hyams, Pianist.
2:00—WFBH (273)—Meyer's Orchestra.
2:15—WHN (361)—J. Harrell, Songs.
2:30—WHN (361)—Della Riordan, Baritone.
WOR (405)—Ida Groeber, Pianist.
2:45—WHN (361)—Phillip Beach, Pianist.
WOR (405)—The Little Wards.
3:00—WHN (361)—N. J. Vance, Tenor.
WOR (405)—E. S. Rreck, Pianist.
WGCP (252)—Eva Bothenberg, Pianist.
3:30—WGBS (316)—Scandinavian Program.
3:35—WOR (405)—Ida Groeber, Pianist.
WFBH (273)—Ferone's Orchestra.
WGCP (252)—Mirror Race Results.
3:45—WGCP (252)—Dick and Flo Bernard, Songs.

3:30 P. M. TO 7:30 P. M.

4:00—WOR (405)—Dick and Flo Bernard, Songs.
WGCP (252)—Collegiates.
4:30—WHN (361)—Hillier's Orchestra.
WGCP (252)—Mirror Race Results.
4:06—WEAF (492)—Anna Ritz, Soprano.
4:15—WEAF (492)—Aaron Hirsch, Violinist.
WHN (361)—Andy Rasaf, Tenor.
WFBH (273)—Studio Program.
WGCP (252)—Mirror Race Results.
4:30—WEAF (492)—Anna Ritz, Soprano.
4:45—WEAF (492)—"Chinese Women."
WHN (361)—Jessica Silver, Soprano.
WFBH (273)—Gloria Russo, Soprano.
5:00—WFBH (273)—Bamville Orchestra.
WGCP (252)—P. May, Violinist.
5:15—WGCP (252)—Mirror Race Results.
5:30—WGCP (252)—O'Brien Brothers, Guitars.
5:45—WGCP (252)—Mirror Race Results.
6:00—WEAF (492)—Waldorf-Astoria Orchestra.
WFBH (273)—Johnston's Orchestra.
WGBS (316)—Starlight Ramblers.
6:15—WFBH (273)—Murray Schwartz, Saxophone.
6:30—WHN (361)—Frank Golden's Orchestra.
6:50—WFBH (273)—Johnston's Orchestra.
7:00—WEAF (492)—Musical Program.
WJZ (455)—Lafayette Orchestra.
WEBJ (273)—Radcliffe Orchestra.
WAAM (263)—Ray Nichol's Orchestra.
WOR (405)—Oliver's Orchestra.
7:10—WNYC (526)—Colonial Orchestra.
WGBS (316)—Starlight Ramblers.
7:30—WRNY (258)—Sherman and William, Harmonica and Ukulele.

7:30 P. M. TO 9:30 P. M.

7:30—WEAF (492)—Blanche Wade, Story.
WJY (405)—Irwin Abrams' Orchestra.
WAHG (316)—"Sports Review."
7:35—WNYC (526)—Colonial Orchestra.
7:40—WMCA (341)—W. C. Nicholson, Author.
7:45—WEAF (492)—Modena Scoville, Pianist.
8:00—WEAF (492)—Happiness Boys.
WHN (361)—Colonial Aces.
WRNY (258)—Band Concert.
8:05—WNYC (526)—Piano Recital.
8:15—WJZ (455)—Keith McLeod, Pianist.
8:15—WAAM (263)—A. J. Hays, Tenor.
WAHG (316)—Lauria Brothers.
8:30—WEAF (492)—Eagle Trio.
WJZ (455)—Musical Program.
WMCA (341)—Dance Orchestra.
WEBJ (273)—Pryor's Band.
WHN (361)—Phillis Ragler, Soprano.
8:35—WAAM (263)—Hilda Kay, Contralto.
8:50—WAAM (263)—P. Hochberg, Violinist.
9:00—WEAF (492)—"Acres of Diamonds."
WHN (361)—Burton Orchestra.
9:05—WAAM (263)—Hilda Kay, Contralto.
WRNY (258)—Grand Opera.
9:15—WEAF (492)—Modena Scoville, Pianist.
WAAM (263)—P. Hochberg, Violinist.

9:30 P. M. TO MIDNIGHT.

9:30—WJZ (455)—Radio Franks.
WHN (361)—Helen Armstrong, Soprano.
WGCP (252)—Crescent Male Quartet.
9:45—WEAF (492)—J. Blauvelt, Tenor.
9:45—WHN (361)—Frank Ochs, Tenor.
WGCP (252)—Mabel Blume, Soprano.
10:00—WEAF (492)—S. S. Leviathan Orchestra.
WJY (405)—Monte Carlo Virginians.
WHN (361)—S. Shukman, Pianist.
10:05—WMCA (341)—Asbury Orchestra.
10:15—WAHG (316)—Lauria's Orchestra.
WHN (361)—Al Wilson, Songs.
WGCP (252)—Rena Field, Cello.
10:30—WJZ (455)—Ben Glaser's Orchestra.
WHN (361)—Roseland Orchestra.
11:00—WEAF (492)—Boosert Marine Orchestra.
11:05—WAHG (316)—Lauria's Orchestra.
11:30—WHN (361)—Ingham Orchestra.
12:00—WHN (361)—Silver Slipper Revue.

Radio Poll

Mary Killoran Gets Many Votes for Medal.

The 43d week of the continuous radio popularity contest brings forward several contestants who have hitherto received very little attention from radio fans. Mary Killoran, through a recent presentation of Irish ballads through WAHG, has caught the fancy of a vast number of fans. Yesterday many votes were received for her, placing her among the leaders. One writes: "I enjoyed Mary Killoran's program very much last Wednesday night and have pleasure in voting her my favorite entertainer for the 43rd week of the contest."

J. J. Mc.

GOLD MEDAL RADIO BALLOT

Forty - third week.

A gold medal every week.

My favorite radio feature for this week is.....

Name.....

Address.....

The Listener

The Boys' Club of New York's program at WGBS included some music and much speaking. Sparkling as bubbling springs were the songs by Clarabelle Nordholm and Jeanette Watt, sopranos.

The soft dreamy strains of the ukulele changed into spirited tones, accompanied Bob McDonald at WMCA, whose popular songs were full of pep and action. Luella Burns, soprano, included "Homing" in her recital.

Selections from "The Pink Lady," by orchestra, soloists and chorus, was one of the best numbers in the "pop" concert at WEAF.

No organization produces more colorful and more beautiful music than the United States Marine Band, whose program, given in the Sylvan Theatre in Washington, broadcast by WJZ, was unusually interesting.

The solo and chorus selections by the Swiss Yodelers and the zither selections in the Coney Island program, broadcast by WNYC, were picturesque.

The recital by Kennedy's quintette in the program at WHN stood out as a red rose in a garden. The vocal and instrumental selections were well chosen and rendered with a nicety of expression.

Stingy is as stingy does. But we're not. The DAILY MIRROR, New York's BEST picture newspaper, pays for every letter printed concerning the stingiest person you know of.

The MIRROR REFLECTS the Mode

by ELEANOR GUNN

FASHION STARTS A GOLD RUSH ALL ITS OWN.

PURPLE hats promise to become a plague as violent as purple dresses. Velvet makes its appearance after several half-hearted revivals and returns royally in purple—vivid combinations of purple and red, such as fuchsia and dahlia colorings, dispel any impression of the approach of the "melancholy days"—a misnomer for this Autumn, surely, for our hats and frocks have taken on the glory of the hillsides before the trees themselves have set the pace.

Some seasons dawn and die, finding one type of hat worthy of perpetuating as typical, but this season offers infinite variety in hats, and not in felt alone, but a varied assortment of materials topped by velvet—*including* hatters' plush, velour, scratch and smooth felts, silks, satins, lace and metal cloths, according, of course, to the niche in life the hat is destined to fill.

Brims are optimistically inclined; they will point up and not down; and, like the fabled dark cloud, frequently show a silver lining, though, to be more literal, more often it *is* a golden one. Without the Midas touch no woman is wholly smart, judged by Paris standards, but this gold rush has a tendency to lower the standard. If you must trim yourself with gold, be quick about it—it's an idea with so general an appeal that the gold may turn to dross before the season ends.

Latest fashions will be reflected daily in THE MIRROR. In order to insure its feminine readers the very latest fashion pictures and news, THE MIRROR has engaged Eleanor Gunn to handle this feature. Miss Gunn is the style authority of Women's Wear, leading publication of its kind in the United States. Fashion news will be printed in THE MIRROR while it is new. It will be cabled to Miss Gunn from Europe and wired from fashion centers in the United States every day. This means readers of THE MIRROR will be six weeks ahead of the styles published in any other daily newspaper.

SAFE LEFT UNLOCKED, BURGLARS TAKE $300

When officials of Shulman & Shulman, coal and feed dealers, No. 126 E. 22nd St., Bayonne, quite their office Wednesday they did not lock the safe, thus saving burglars, who broke in, considerable trouble. All the burglars had to do was to open the inside steel doors. They got $300 in cash and some checks, it was reported to the police.

COUPLE ON WAY FROM MOVIES, HIT BY AUTO

While walking to their home in Fieldsboro, N. J., after a moving picture show, Mr. and Mrs. Harry Paul were hit by an automobile driven by J. Griffith, of Camden, who took them to St. Francis Hospital, Trenton. The woman, it was believed, suffered a fractured skull, while Paul received only lacerations of the head, physicians said.

Our Pointed Question Box

Fight Selections

[illegible] since June 1, 1924, shows he picked 261 [illegible] right. He had an average of seven [illegible] out of 10 right. Adams in his explanation by naming fight as to whether any fan is 50 per cent correct.

Place [illegible] this week. Time [illegible]

Eddie Brady will defeat **Jack Hussney**, **Jimmy Russo** will win from **Eddie Levy** and **Tommy Jones** will beat **Johnny Berger**.

Place [illegible] Bench club. Time [illegible]

Davey Abad will win over **Henny Catena**, **Lew Perfetti** will defeat **Sonny Cashin**, **Jack Grace** will win from **Charley Hahn** and **Willie Patterson** will beat **Sammy Goodman**.

By JACK CONWAY.

There being no hypocrites to expose, no knaves to wring by the neck and no viewing with alarm to be done today, we are going to ask a few pointed questions.

Babe Ruth

Col. Ruppert

Joe Silvani

Jack Dempsey

And for every pointed question there should be a sharp retort. Here they are:

Where does Col. Jake Ruppert, the brewer, get off, ordering Babe Ruth to cut out drinking?

How many seconds has a Waterbury watch? (Ask Jimmie Kelly.)

Who'll advance the cause of sweet charity while Jimmie Johnston's in the jug?

What has become of the old-fashioned prophet who predicted a pennant for both the Giants and Yanks?

Why doesn't Jack Dempsey come out and state whether or not Jack Kearns is still his manager?

Why don't they run boats across the Channel so folks won't have to swim it?

Does Joe Silvani, the Mulberry Bend heavyweight, inhale his spaghetti one by one or bent into a Gordian knot?

Is the medal round that they awarded in the Oakmont medal round?

Isn't it possible that Miller Huggins' nose deceived him and that Babe only has halitosis?

Phillies Prove Braves' Nemesis

Boston would have a first division club in the Braves this season but for the spell cast over the team by the Phillies. Davey Bancroft's youngsters have tied the series with the Giants at ten-all, have the edge on Brooklyn at 9-7, St. Louis at 11-8 and Chicago at 11-9 and didn't do so bad against the Pirates, winning seven out of 19, and against the Reds, six out of 19. But Davey's Braves have been able to wrest only four games from the Phoolish Phils, while dropping 13. If the order were reversed, the Braves would be in fourth place, just behind the Reds. The Braves, under the presidency of Christy Mathewson, are developing into a ball club that will bear watching next season.

Christy Mathewson

Dave Bancroft

System $5 Goes to Bronx

Benjamin Kazemice Wins for Best Betting Plan.

The daily prize of $5, awarded by The Mirror to the reader submitting the best system for beating the ponies, goes today to Benjamin Kazemice, No. 1133 Tinton Ave., Bronx.

He explains his system as follows:

"As a daily reader of your paper, I am sending you my system for beating the races. The Key System, using 45 as key, gave me a profit of $2,000 in one season. Study the form sheet, figure the last three races of every horse in each race, giving 15 for a win, 10 for second and 5 for third, adding them together and subtracting total from 45. Add balance to weight horse is carrying and horse with lowest rating is the probable winner.

"If this horse is scratched, play the next lowest. If two horses figure the same, play the one with the shortest price. Horses that never started can be eliminated, as rating would be high, adding 45. Start betting two or five dollars on first race and double on next if you lose. When you get a winner, quit for the day. I caught as high as 25 to 1 on this system."

Honorable mention goes to Franklin Cameron, No. 25 Broad St. Address letters to the Turf System Editor, Daily Mirror, No. 55 Frankfort St., limiting them to 100 words.

BACHARACHS VS. LINCOLNS.

The Bacharach Giants, who occupy third place in the Eastern Colored League, will meet the Lincoln Giants in a double-header at the Protectory Oval Sunday. The visitors must win both games to retain third position.

TWO-PANTS CLEAN-UP

$28.75

Last call! Our new fall merchandise is crowding our store—and we must make room for it. This is your last opportunity to take advantage of our two-pants clean-up at $28.75—before the sale ends and our racks are cleared for the fall season! Come in now—for a real saving on a two-pants suit!

1050 were $40
723 were $45
614 were $50

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McAuliffe, Rank Outsider, Takes Nassau Stakes

Get Race Results from Daily Mirror by Radio

The Daily Mirror, through the courtesy of Station WGCP which has a wave length of 252 meters, broadcasts the result of every Belmont Park race only a few second after the race is run. The Mirror has a direct wire from the track to the station at Grand Central Palace, and the results are flashed as fast as the horses finish.

In order to be sure of getting the correct winners, have Daily Mirror containing the entries at hand. The winners are broadcast by number; therefore, unless you know The Mirror's code number for each starter, you cannot know how the horses finish. Prices, also rans, and a short description of each race are also broadcast. The first race starts at 2:30 p. m., New York time.

Get Phil Elliott, popular WGCP sports announcer, tell you who won each race and just how it was run.

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Belmont Park Form

FIRST RACE—MIRADOR, Saratoga Maje, Golden Spire.
SECOND RACE—HIS LORDSHIP, Amstello, Saint Pancras.
THIRD RACE—ZEPHYRETTA, Primrose, Lightship.
FOURTH RACE—LACEWOOD, Hell Cat, Sweet Inver.
FIFTH RACE—NICHAVO, Gaiety Girl, War Lord.
SIXTH RACE—HYPERION, David Harum, Opperman.

Belmont Park Entries.

FIRST RACE—Three-year-olds; conditions; one mile.

Horse Code No. | Weight

1—Mary Griffith 114 113
2—Running Fox 114 105
3—Mirador 769 120
4—Golden Spire 1427 120
5—Crystle 770 112
6—Saratoga Maje 722 117

SECOND RACE—The Balrac Steeplechase; three-year-olds and upward; about two miles.

1—Saint Pancras — 135
2—Post 743 128
3—Herriott 2347 128
4—Knight of Greenane 812 135
5—(Not Listed) 1305 128
6—Amstello 768 132

THIRD RACE—The New Gardens Handicap; for mares of all ages; six furlongs; main course.

1—Chatterer 770 112
2—Orchidia 770 126
3—Zephyretta (752) 124
4—Primrose 704 126

FOURTH RACE—The Mineola; two-year-olds; claiming; six furlongs; main course.

1—Prattle (671) 99
2—Doubtless 686 104
3—Transfer 742 102
4—Amalia 812 104
5—Sweet Inver 1128 99
6—Sun Cure 7758 99
7—Indian Tales 7963 97
8—American Sam 752 102
9—Calumet 5917 107
10—Lacewood (775) 96

FIFTH RACE—The Salvator; maiden two-year-olds; five and a half furlongs.

1—War Lord 577 114
2—Perrash 727 114
3—Siren 811 114
4—Toyland 727 114
5—Richfield 727 114
6—Herbert 731 114
7—Anaconda — 114
8—Lambada 8167 111
9—Early Taste 756 114
10—Nichavo 804 114
11—Gaiety Girl 802 114

SIXTH RACE—Oakdale; three-year-olds and upward; claiming; one mile and a quarter.

1—Gladys V. 752 102
2—Batter Up (817) 109
3—Flagon 734 106
4—David Harum 691 106
5—Squarson (693) 106
6—Opperman 757 106
7—xTony Griffith 744 104
8—Stumorette 817 104
9—Hyperion 817 106

x-Apprentice allowance claimed.

Hawthorne Results.

FIRST RACE—Three-year-olds and upward; five and a half furlongs. Time, 1:07.

	St.	Pl.	Sh.
Double T. (Burger)	1-2	1-5	1-2
Royal Dick (Mortensen)	—	1-1	2-5
Monastery (Schaefer)	—	—	2-5

Also Ran—Nanonee, Miss Virginia, Our Commissioner and Tisty.

SECOND RACE—Three-year-olds and upward; six furlongs. Time, 1:13 2-5.

	St.	Pl.	Sh.
Parnell Lad (Mortensen)	11-20	1-4	—
Shining Gold (Simon)	—	4-5	—
Jedburgh Abbey (Dillon)	—	—	—

Also Ran—Miss Mischief.

THIRD RACE—Washington Handicap, all ages; six furlongs. Time, 1:11 2-5.

	St.	Pl.	Sh.
Flagstaff (Schaefer)	11-5	1-4	—
L. Rubenstein (Mortensen)	—	1-1	—
Columbia (Simon)	—	—	—

Also Ran—Rival.

FOURTH RACE—Old Virginia; three-year-olds and upward; one mile and a sixteenth. Time, 1:45 4-5.

	St.	Pl.	Sh.
Black Bart (Jones)	12-5	4-5	1-2
Pool Ring (Pichon)	—	1-1	1-2
Bosh (Mortensen)	—	—	1-2

Also Ran—Mary Ellen O and Resolution.

FIFTH RACE—Three-year-olds and upward; one and three sixteenths miles. Time, 1:56 4-5.

	St.	Pl.	Sh.
Clipper (Burke)	11-5	4-5	1-5
Worry Not (Frank)	—	1-1	1-5

Cincinnati Results.

FIRST RACE—Maiden two-year-olds; five and a half furlongs. Time, 1:04 3-5.

	St.	Pl.	Sh.
Finaster (Stutts)	$11.40	$5.20	$3.60
You Are (Griffin)	—	3.60	3.10
Mart McGee (Ford)	—	—	3.20

Also Ran—Vera Bibby, Specialist, Great Sport, Elisha Lee and Suzanne B.

SECOND RACE—All ages; six furlongs. Time, 1:12 2-5.

	St.	Pl.	Sh.
Sarah Kay (Johnson)	$4.40	$3.40	$2.50
Uncle Bert (Stutts)	—	5.40	3.60
Jolly Boy (Sharpe)	—	—	4.20

Also Ran—Tyr, Allaire and Quick Luck.

THIRD RACE—Three-year-olds; six furlongs. Time, 1:12 1-5.

	St.	Pl.	Sh.
Pettibacker (Mooney)	$4.20	$3.70	$3.20
Little Giger (Long)	—	4.10	3.20
Sandrae (Wallace)	—	—	3.20

Also Ran—The Count, Red Seth, Lady Gleason and Milton.

FOURTH RACE—The Resolute; two-year-olds; five and a half furlongs. Time, 1:08.

	St.	Pl.	Sh.
Pitchfark (Pool)	$4.40	$3.70	$3.50
Lauderdan (Johnson)	—	3.70	3.60
Marengo (Rogers)	—	—	4.40

Also Ran—Pigeon Wing II., Collier, Drone, Birds o' the Wind and Dry Nation.

FIFTH RACE—The Columbia; three-year-olds and upward; one mile. Time, 1:36 4-5.

	St.	Pl.	Sh.
Superbrank (Noel)	$5.20	$3.10	$2.80
Sire (Steele)	—	4.20	2.90
Snook, Bradley (Josh's)	—	—	2.20

Also Ran—Bottle Jr., Old Slip and Bradley's Tuner.

SIXTH RACE—Three-year-olds; one mile. Time, 1:39. St. Pl. Sh.

Deceitful (Noel)	$7.60	$3.70	$2.50
Mad Boy (Stutts)	—	3.40	2.70
Booko (Geving)	—	—	5.40

Also Ran—Betty Star, Denizen and Marjorie C.

SEVENTH RACE—Three-year-olds and upward; one mile and seventy yards. Time, 1:42 1-5.

	St.	Pl.	Sh.
Plus Ultra (Noel)	$12.00	$5.60	$4.50
Lady Audrey (Wallace)	—	3.40	3.10
Julia Lee (Griffin)	—	—	4.60

Also Ran—Medina, Maximaneb, Qwoin, Reliable and Colonel Wagner.

Also Ran—Rubah Rouge, Fausto, Battleshot, Sparkling and Hyanpsom.

SIXTH RACE—Three-year-olds and upward; one and a sixteenth miles. Time, 1:48.

	St.	Pl.	Sh.
Elusive (Mortensen)	16-5	1-1	1-2
Peter J. (Eaton)	—	3-1	1-2
Sandover (Holloway)	—	—	2-5

Also Ran—Zealot, Flying Prince, Mit and Belle Anale.

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Richards's Hustling Ride Puts Him Four Lengths Ahead.

FIVE LEADING JOCKEYS
(Belmont Meeting)

Jockey	W	2d	3d	Unpl.
H. Richards	3	0	1	1
M. Thorpe	3	1	0	1
J. Malbos	3	1	0	1
A. Johnson	3	1	0	1
E. Sande	3	1	1	1

By FRED KEATS.

McAuliffe, rank outsider of the field of six that started in the Nassau Claiming Stakes at Belmont Park yesterday, proved to be much the best. From a poor start he ran all around his field to win by four lengths in 1:38 4-5. Richards handled the winner perfectly and incidentally scored his third victory out of four.

Laplander, favorite for the event, had no early speed. He dropped far out of it by the time a sixteenth was covered and it looked as though he never would get to running. He finally started after the turn for home had been rounded. He closed fast under weak handling but the best he could get was third money.

The books got a fine break in this event, for the boys played all around the winner. Mac's last race gave no indication that he was loaded up with speed and he was neglected at 15 to 1.

A poor ride by Kellum cost Flagship the third race which went to Titan, well-handled by Richards. Kellum broke on top, but chose to trail the field until well down the stretch. When he made his move he met with interference and just missed getting up. If Kellum had made his run a little sooner there would have been nothing to the race. A claim of foul was lodged, but the stewards disallowed it.

Jockey Harvey

Cherry Pie, holder of the mile record at this track, was in the softest spot of the season in the second, but he had a hard time winning. Little Ellis brought him down the middle of the track in the stretch and he just got up in time to win by a neck.

Franconia with Harvey up, ran a corking race to be second. It was thought that the distance was too far for her, but she held on much better than usual.

Belmont Park Results

818—FIRST RACE—For maidens, two-year-olds; claiming; purse $1,000; five and a half furlongs; main course. Post 2:31; off 2:33. Start good. Won easily; place driving. Time, :07 4-5; :22 2-5; :46 2-5; 1:07 4-5. By Sand Mule—Chatterbrook. Owner, A. C. Bostwick. Trainer, J. W. Healy.

Index	Horses	Post	Wt	St.	¼	½	¾	Str.	Fin.	Jockeys	Open	Close	Place	Show
7231	Grand Spy	4	108	2	2½	2½	2½	2½	1	Richards	3	3		
7231	Tyrant Three	1	113	1	1½	1½	1½	1½	2	Callahan	5	4		
7231	Bonnie Mac	3	108	3	3½	3½	3½	3½	3	Bergen	10	15		
7231	Mary B.	2	108	4	4½	4½	4½	4½	4	Thorpe	15	15		
7231	Theodora H.	5	108	5	5½	5½	5½	5½	5	Garner	15	20		
7231	Muddy Girl	6	108	6	6½	6½	6½	6½	6	Thurber	20	30		
4-??	Bridle	7	110	7	7½	7½	7½	7½	7	Wheeler	30	30		
	Spandel	8	110	8	8½	8½	8½	8½	8	Maxwell	30	30		
7231	Quaal Carr	10	105	10	10½	10½	10½	10½	9	Callahan	30	30		
811	Vim	10	105	9	9½	9½	9½	9½	10	Wakoff	30	30		
7231	Sun Dealer	9	113	11	11½	11½	11½	11½	11	Barnes	30	30		
7231	Lucky Pick	11	105	12	12½	12½	12½	12½	12	Harvey	30	30		
7231	Camilla		105							Harvey				
7231	Traffic Girl	5	111	14	14	14	14	14	13	M. Peter	30	30		

a-Disqualified.

819—SECOND RACE—The Mineola; Purse of $1,000; for three-year-olds and upward; conditions; one mile. Post 2:56; off 2:57. Start good. Won driving; place easily. Time, 1:38. Winner—B. g., 5, by Chicle—Cherry Malotte. Owner—Greentree Stable. Trainer—V. Powers.

Index	Horses	Post	Wt	St.	¼	½	¾	Str.	Fin.	Jockeys	Open	Close	Place	Show
8027	Cherry Pie	4	115	3	2½	2½	2½	2½	1	Ellis	2-5	3-10		
7231	Franconia	1	105	2	1½	1½	1½	1½	2	Harvey	4	5		
7231	Laplander	3	102	4	3½	3½	3½	3½	3	Richards	8	8		
745	Pep to Pomp	5	110	5	5½	4	4	4	4	Shanks	8	7		

820—THIRD RACE—The Bay Shore Handicap; for three-year-olds; $2,500 added; one mile. Post 3:21; off 3:23. Start good. Won driving; place easily. Time, 1:38 4-5. Winner—B. c., by Jim Gaffney—Pure Lovine. Owner and trainer, F. E. Brown.

Index	Horses	Post	Wt	St.	¼	½	¾	Str.	Fin.	Jockeys	Open	Close	Place	Show
7231	Titan	1	105	3	3½	3½	3½	1½	1	Richards	4-5	1-2		
7231	Flagship	3	113	1	1½	1½	1½	2½	2	Kellum	3	3		
770	Waits	2	110	2	2½	2½	2½	3½	3	Harvey	3	3		
700	San Hope	4	104	4	4½	4½	4½	4½	4	Chiaha	15	20		

821—FOURTH RACE—The Nassau Stakes; for three-year-olds and upward; claiming; one mile. Post 3:47; off 3:50. Start poor. Won easily; place driving. Time, 1:38 4-5. Winner—Ch. c., 4, by Spanish Prince II—Star Chase. Owner—J. Livingston. Trainer—J. R. Schorr.

Index	Horses	Post	Wt	St.	¼	½	¾	Str.	Fin.	Jockeys	Open	Close	Place	Show
791	McAuliffe	5	116	6	5½	5½	5½	1½	1	Richards	15	15		
7944	Jube	5	98	2	2½	2½	2½	2½	2	Callahan	6	5		
795	Laplander	3	108	4	4½	4½	4½	3½	3	Cairone	2-5	1-2		
815	Nine Dove	3	103	3	3½	3½	3½	4½	4	Shanks	20	17-20		
798	Wellfleuse	4	108	1	1½	1½	1½	5½	5	Barnes	15	15		
780	Paddist	4	90	5	6½	6½	6½	6	6	Thompson	8	8	3-5	7-10

822—FIFTH RACE—The Bellaire Purse of $1,200; for two-year-old fillies; five and a half furlongs; main course. Post 4:13; off 4:16. Start good; won easily; driving. Time, :07 4-5; :23 4-5; 1:05 4-5; 1:18. Winner—B. f., by Purchase—Maskee. Owner—Rancocas Stable. Trainer—J. C. Hildreth.

Index	Horses	Post	Wt	St.	¼	½	¾	Str.	Fin.	Jockeys	Open	Close	Place	Show
805	Sabine	5	104	4	4½	4½	4½	1½	1	J. Fator	5	5		
	Valkyr	3	112	5	5½	5½	5½	5½	2	Meyer	6	6		
(731)	Portiera J.	4	112	2	2½	2½	2½	3½	3	Barnes	12-5	2		
	Rowdyow	4	112	3	3½	3½	3½	4½	4	Johnson	8	8		
808	Silver Lane	3	110	1	1½	1½	1½	2½	5	Callahan	3	4	2	
743	Laura Dianti	6	110	6	6½	6½	6½	6½	6	Stevens	12	12	4	
747	What'll I Do	3	110	8	8½	8½	8½	7½	7	Shanks	25	25		
480	Salma	3	110	7	7½	7½	7½	8	8	Colletti	8	10	4	5

a-E. Cobrian entry.

823—SIXTH RACE—The Woodbury Purse of $1,000; for all ages; claiming; six furlongs; main course. Post 4:36; off 4:37. Start good for all but Lapine. Won easily; place driving. Time, :22 2-5. Winner—Ch. c., 4, by Whisk Broom II—Maida. Owner—Greentree Stable. Trainer—C. Philips.

Index	Horses	Post	Wt	St.	¼	½	¾	Str.	Fin.	Jockeys	Open	Close	Place	Show
794	Dazzler	1	113	3	3½	4½	2½	1½	1	Harvey	3	3		
815	Ruhahaloo	2	113	2	1½	1½	1½	2½	2	J. Fator	5-2	2-1		
685	Dream Maker	5	113	4	4½	3½	3½	3½	3	Richards	4	3-1	7-10	
1147	Nina	6	108	5	5½	5½	5½	4½	4	Barnes	15	15	4	
752	Wildfire	4	108	6	6½	6½	6½	5½	5	Robins	10	15		
644	Rodro	3	105	7	7½	7½	7½	6½	6	Cairone	30	30	10	5
813	Leatherwood	3	105	1	1½	2½	4½	7½	7	Wakoff	10	15	5-1	2
624	Lupine	5	109	8	8	8	8	8	8	Thompson	15	10	4	

Hawthorne Entries.

FIRST RACE—Two-year-olds; claiming; six furlongs: xAristotle, 103; Blue Granite, 114; Northern Kiss, 114; xSpanish Lay, 109; xMen Handley, 94; Private Seth, 93; xQueen the Time, 106; Cas Welch, 103; xMyra M., 105.

SECOND RACE—Two-year-olds; claiming; five furlongs: Judge Dailey, 104; Nana Marie, 107; xWhat's the Time, 101; xNadine Kay, 93; Turner, 104; Orangeade, 103; xLady Allen, 94; Dr. Cardenas, 106; xJimmie Walker, 105; xRed Boy, 101; Wild Bee, 107; Little Pink, 104.

THIRD RACE—Three-year-olds and upward; claiming; six furlongs: St. Nicholas, 103; Guywor, 112; xArmedeo, 107; xMary Dear, 107; Lavinia, 105; Bayonet, 104; Ellen Jane, 114; Irish Lace, 103; xKid, 112.

FOURTH RACE—Three-year-olds and upward; one mile and an eighth: Lee Adrin, 104; Cherokee Lee, 102; King's Ransom, 109; Elizabeth K., 94; Contusion, 109.

FIFTH RACE—Three-year-olds and upward; claiming; six furlongs: Chemiserie, 107; Joella J., 105; xPocket Money, 110; Talequa, 112; Idle Seth, 104; xDoctor Glenn, 103; xGold Mount, 111; McCrimmon, 104; Sistas, 112.

SIXTH RACE—Three-year-olds and upward; claiming; one mile and a sixteenth: Elusive, 105; Belsol, 103; Citizen, 113; Sakab, 110; June Day, 95; Ebb Tide, 111; Belle Anale, 105.

x-Apprentice allowance claimed.

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